

PICKINGS FROM PUNCH. THE LAND OF NOD. A CABINET QUESTION. If you withdraw the Army Bill, and yet retain the extra income tax, will not that be obtaining money under false pretences?

ENGLAND OUT OF DANGER. Fellow-countrymen, to arms! Let us become a nation of soldiers. We shall then have ceased to be a nation of shopkeepers.

A FREE TRANSLATION. Examiner—Reader Rem au teltigst. Candidate—You've hit the nail on the head.

PLAYING ON FREELINGS. Enthusiastic Maiden—"Oh, Mr. Lovell, I'd sooner be a violinist than anything in the world. Wouldn't you?"

MODERATE YOUTH—"Well, if you were the violinist, I think I'd—sooner be the violin."

ELEMENTARY EDUCATION—THE CONSCIENCE CLAUSE. Temperate Parent (introducing his son to the district schoolmaster)—"O, Mr. Tomkins, sir—please sir—I would particularly request you to abstain from teaching my little Jonadeby here to work sums in ale or beer or spirit measures, as he's been brought up a strict teetotaler, and joined the Band of Op!"

POST-PRANDIAL. A nervous person said that he hated being called upon to make a speech at a public dinner, because "getting on his legs always sent him off his head."

THE ALABAMA CLAIMS PAYERS. British people, do not cry over your mess of humble pie, Troats, not to call it names, Touching Alabama claims. Eat it up, be not afraid, Never mind of what is made; You won't taste it, you'll digest, 'Twill not weigh upon your chest.

DO NOT GET ITS PRICE A THOUGHT. It will cost the many a night, All the sum awarded due, 'Twill be heavy on the scale, They alone that fine will share Who the tax on income bear: They're all extras double to pay Evermore. Hip, hip, hooray!

THE IMPRISONED COMMUNISTS. The following are extracts from a letter in the Times, describing a visit to the Communist prisoners at Satory:—"The various stables being inadequate to accommodate more than a portion of the prisoners, the others were penned like sheep in the corners of the enclosure. There they stood behind a rope, watched by numerous gendarme sentries with loaded Chassepots, for the most part motionless, many of them probably sick and suffering, some in rags, some barefooted, many with dirty handkerchiefs as the sole covering for their heads. As some protection—a very slight one—against the rain that poured steadily down, some had covered their shoulders with wisps of the straw they had slept upon. Most of them looked stolid and sullen. Our gendarmes said they were generally very meek, and volunteered readily for fatigue duty. If those in the open were exposed to the elements, they at any rate breathed a pure atmosphere than was to be found in the stables. We entered one of these, crowded with men of all ages, some grey-headed, some boys of fourteen. Most of them were standing, but in the background, where the light was dim, many recumbent forms could be distinguished as soon as the eye got accustomed to the gloom. The appearance of a few strangers, escorted by a gendarme, evidently caused a sensation, and probably awakened hopes and fears. The Communists crowded round us, opening only a narrow avenue for our passage. The atmosphere was unexpectably noisome. It was wonderful to see such a number of ignoble faces, and with such a vile expression, brought together. Among those in the first stable we entered it was almost in vain to seek a countenance that would not have condemned its owner in the eyes of the most lenient physiognomist. Our guide told us that numbers of them had arrived drunk, half mad, or completely stupefied with the alcohol, with tobacco steeped in it, which had been served out to them by their leaders.

"To prevent outbreaks and secure many thousand desperate characters who are neither handcuffed or under bolts and bars, great precautions and severity are necessary. In the walls of the enclosure holes have been made, through some of which the mouths of canisters, non grin, charged with grape and canister, were then charged and stationed. The night before last a prisoner approached one of these embrasures and persisted in looking through. The sentry warned him to retire, once, twice, and thrice, and then he blew his brains out. The top of his skull, we are told, flew over the wall. The victim had evidently sought his death.

"Before leaving we visited the women's prison, which is a two-story house in a corner of the enclosure near the entrance gate. There were about two hundred of them, for the most part such as are commonly found in the neighborhoods of soldiers' barracks or in the lowest outskirts of Paris, squalid and dangerous localities, of which sketches are to be read in the pages of Sue and of other romance writers whose taste it is to dive into the lowest depths of human depravity and degradation. There were some grey-haired old women and some rather pretty young ones, but the majority were hard-featured and middle-aged, and of indistinguishably repulsive aspect. One gaunt Amazon had a sort of uniform coat with a white band and red cross upon the arm, and when she arrived, we were told, she wore epaulettes. Madame Millere had been there, she who did the honors of the Hotel de Ville, and who came daily to visit. One girl struck me particularly. She did not look above eighteen, but may have been two or three years older. She was slender and well formed, with a profusion of fair hair, terribly dirty and tangled, whereas many of the other women, squalid and dirty as their clothes might be, had evidently taken pains to comb and arrange their hair in the most becoming manner their scanty resources permitted. Her blue eyes were large and shifting, and with the expression of a wild animal, of which she resembled me as she roved restlessly up and down one end of a room, keeping close to the wall, brushing against it, as hyena does against the bars in its monotonous weary pacing in its narrow prison. From time to time she shot a side glance at our gendarme, who was giving particular attention to the prisoners in a pretty loud voice and in terms which showed slight consideration for their feelings. They were such glances as might fitly have accompanied a dagger-stab."

CITY ORDINANCES. COMMON COUNCIL OF PHILADELPHIA. CHERK'S OFFICE. PHILADELPHIA, June 3, 1871. In accordance with a resolution adopted by the Common Council of the City of Philadelphia on Thursday, the first day of June, 1871, the annexed bill, entitled "An ordinance to authorize a loan for the construction of culverts and for public purposes," is hereby published for public information.

JOHN ECKSTEIN, Clerk of Common Council. AN ORDINANCE TO AUTHORIZE A LOAN FOR THE CONSTRUCTION OF CULVERTS AND FOR POLICE PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow at not less than par, on the credit of the city, from time to time, four hundred and twenty-five thousand dollars, to be applied as follows, viz:—First, For the construction of culverts, one hundred and twenty-five thousand dollars; second, For the purchase of ground and the erection and extension of buildings for Police Station-houses, three hundred thousand dollars. For which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, from time to time, four hundred and twenty-five thousand dollars, to be applied as follows, viz:—

First, For the construction of culverts, one hundred and twenty-five thousand dollars; second, For the purchase of ground and the erection and extension of buildings for Police Station-houses, three hundred thousand dollars. For which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, from time to time, four hundred and twenty-five thousand dollars, to be applied as follows, viz:—

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL. Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city, daily for four weeks, the ordinance presented to Common Council on Thursday, the 1st day of June, 1871, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes;" and that the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each said newspaper for every day in which the same shall have been made.

AN ORDINANCE Making an Appropriation to Refund Certain Two-paid and Overpaid Water Rents and Pipe-laying Bills. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of two hundred and sixty-nine (269) dollars and thirty-two (32) cents be and the same is hereby appropriated to the Department for Supplying the City with Water, for the purpose of refunding certain two-paid and overpaid water rents and pipe-laying bills, as per memorandum annexed, and warrants shall be drawn by the Chief Engineer of the Water Department in accordance with existing ordinances.

Rebecca G. Stiles, water rent for 1867 and '68 overpaid.....\$10.00 Benjamin Post, permit paid twice in 1868. 14.00 Coppuck & Jordan, water rent 1870 overpaid..... 5.00 R. C. Clarke, water rent 1870 overpaid..... 3.00 L. P. Haney, paid by permit and by bill. 4.50 Rose Weaver (received by C. D. Thomas), permit twice paid..... 5.25 Charles Rogers, water rent paid in error for 1870..... 5.75 B. H. Shoemaker, paid by permit and by bill..... 14.95 C. M. King, overpaid 1870..... 1.00 C. H. Garder & Co..... 33.00 Adam Karler, 1870, paid in error..... 11.50 John K. Mulligan, water rent, paid in error..... 8.00 Mrs. Elsie, overpaid..... 11.00 A. Boudrow, paid by permit and bill..... 13.00 M. Brooks, for permit returned not used. 4.00 George Lex, for water-pipe bill overpaid..... 32.00 John K. Mulligan, water rent, bill overpaid..... 16.00 Charles Clare..... 42.04 William Howell..... 18.00 Patrick Bonner (received by C. D. Thomas), pipe bill overpaid..... 17.33

HENRY HUIHN, President of Common Council. Attest—ROBERT BETHELL, Assistant Clerk of Select Council. SAMUEL W. GATZMER, President of Select Council. Approved this twelfth day of June, Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX, Mayor of Philadelphia. RESOLUTION To Approve the Contract for the Erection of a School, to be located at the Corner of Thirty-eighth and Spruce Streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the contract made between the city of Philadelphia and Charles C. Carman, dated May 11, 1871, for the erection of a school, to be located at the corner of Thirty-eighth and Spruce streets, for the price or sum of thirty-five thousand eight hundred and thirty-seven dollars, be and the same is hereby approved, and the surety therefor, Samuel F. Prince, is hereby approved and accepted.

HENRY HUIHN, President of Common Council. Attest—ROBERT BETHELL, Assistant Clerk of Select Council. SAMUEL W. GATZMER, President of Select Council. Approved this twelfth day of June, Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX, Mayor of Philadelphia. GROCERIES, ETC. TO FAMILIES RESIDING IN THE RURAL DISTRICTS.

We are prepared, as heretofore, to supply families at their country residences with EVERY DESCRIPTION OF FINE GROCERIES, TEAS, ETC.

ALBERT C. ROBERTS, Corner ELEVENTH and VINE Sts. COAL. R. P. OWEN & CO., COAL DEALERS, FIFTH and WALNUT STREETS, PHILADELPHIA.

SNOWDEN & RAUS COAL DEPOT, CORNER S DILLWYN and WILLOW STREETS—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 13 EDGEMONT SCHOOL. MERCHANTVILLE, N. J., Four Miles from Philadelphia. The session commences MONDAY, April 10, 1871. For circulars apply to Rev. T. W. CATTELL.

RAILROAD LINES. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES. June 15, 1871. TRAINS WILL LEAVE AS FOLLOWS: FROM WALNUT STREET WHARF. At 6:25 a. m. Accommodation via Camden and Amboy, and at 2:30 p. m. Accommodation via Camden and Jersey City for New York.

At 6:15 a. m. and 3:30 p. m. for Freehold and Farmingdale. At 6:35 a. m. and 10 a. m., 12 m., 2, 3, 3:30, and 5 p. m. for Trenton. At 6:15 a. m. and 10 a. m., 12 m., 2, 3, 3:30, 5, 6, 7:30, and 11:30 p. m. for Riverside, and Palmyra. At 6:15 a. m. and 10 a. m., 12 m., 5, 6, 7:30, and 11:30 p. m. for Fish House.

At 7:30 p. m. Line leaves from Market Street Ferry (upper side). FROM WEST PHILADELPHIA DEPOT. At 7:30 a. m. and 11 a. m., 1:30, 3, 3:30, 6:45, and 12 p. m. for Trenton. At 7:30 a. m. and 11 a. m., 1:30, 3, 3:30, 6:45, and 12 p. m. for Trenton. At 12 p. m. (Night) for Morrisville, Tullytown, Schenck, Edgington, Cornwallis, Torrissale, Holmesburg Junction, Tacony, Wissinoming, Brynmawr, and Jersey City.

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PHILADELPHIA AND READING RAILROAD. June 15, 1871. Depot—THIRTIETH and CALLOWHILL Streets. Until further notice trains will leave and arrive as follows:— TRAINS LEAVE. 7:00 a. m. Harrisburg and Potomac Express. 8:30 a. m. Philadelphia and Potomac Express. 9:30 a. m. Potomac Accommodation. 4:30 p. m. Reading and Potomac Accommodation. 5:15 p. m. Reading and Potomac Accommodation.

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RAILROAD LINES. PENNSYLVANIA CENTRAL RAILROAD. AFTER 5 P. M. SUNDAY, JUNE 18, 1871. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before the departure. The Chestnut and Walnut street cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chestnut street, or No. 110 Market street, will receive attention.

TRAINS LEAVE DEPOT. Brynmawr Accommodation. 6:30 A. M. Lock Haven and Elmira Express. 8:00 A. M. Local Accommodation, 10 A. M. 1:10 and 3:10 P. M. East Line. 12:40 P. M. Erie Express. 12:40 P. M. Harrisburg Accommodation. 2:30 P. M. Lancaster Accommodation. 4:10 P. M. Parkersburg Train. 5:30 P. M. Elmira Express. 7:20 P. M. Erie Mail and Buffalo Express. 9:45 P. M. First Pacific Express. 11:30 P. M. Way Passenger Train. Pacific Express, and Erie Mail and Buffalo Express leave daily.

All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday, for the FRANK Ticket Agency. For West Manayunk. 6:10 and 6:30 p. m. Leave West Manayunk. 6:10 and 6:30 p. m. Leave Belmont at 6:24 and 10:26 a. m., 12:14 noon, 2:45 and 6:30 p. m. SUNDAYS. Leave Fifty-first street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4:30, 5:40, and 10:20 p. m. Leave Belmont, 9:25, 10:25, 11:25 a. m., 1:25, 2:25, 3:25, 4:25, 5:25, 6:25, and 7:00 p. m.

Through tickets to and from Belmont are sold through the Ticket Office of the Company, and at the Thirtieth and Eleventh, and Thirtieth and Fifteenth, seventh and Ninth, and Green and Coates street cars, good on New York Express for Pittsburg and West. Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 11:25 and 9:50 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

For particulars see Guide Books, which can be obtained at S. E. corner Ninth and Chestnut streets, under Continental Hotel, No. 311 Chestnut street, and at all stations, without charge. Through and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or J. E. Woolen, Assistant Superintendent, Reading. Through tickets to the Thirtieth and Eleventh, and Race and Vine streets, connecting with other lines, run close to the depot.

Baggage collected and delivered by Duggan's Baggage Express. Orders left at Depot or at No. 213 S. Fourth street. Through tickets and baggage checks to all principal cities and stations of New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chestnut streets, under Continental Hotel, No. 311 Chestnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co., GERMAN TOWN AND NORTH AVENUE BRANCH. Depot, Ninth and Green.

ON SUNDAY AFTER MAY 31. TO GERMANTOWN, 7:30 a. m., 9:30, 9:30, 9:30, 10, 11 a. m., 12 noon, 1, 2, 3, 3:15, 3:45, 4:30, 4:30, 5:00, 5:15, 5:45, 6:30, 7, 8, 8:15, 9, 10:15, 11, 11:40, 12:30, 1:15, 2:15, 3:15, 4:15, 5:15, 6:15, 7:15, 8:15, 9:15, 10:15, 11:15, 12:15, 1:15, 2:15, 3:15, 4:15, 5:15, 6:15, 7:15, 8:15, 9:15, 10:15, 11:15, 12:15 p. m. SUNDAY—7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:00, 5:45, and 11:25 p. m. SUNDAY—ELMONT—6:35, 8:25, 9:25, 10:25, 11:25, 12:25, 1:25, 2:25, 3:25, 4:25, 5:25, 6:25, 7:25, 8:25, 9:25, 10:25, 11:25, 12:25 p. m. SUNDAY—7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:00, 5:45, and 11:25 p. m.

TO CONSHOHOCKEN AND NORRISTOWN—6:05, 7:30, and 11:05 a. m.; 12:05, 1:30, 3:4, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30, 12:30 p. m. SUNDAY—7:30, 9 a. m., 1:30, 3, 7:15, and 9:30 p. m. FROM NORRISTOWN—6:05, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30, 12:30 p. m. TO MANAYUNK—6:05, 7:30, 9, 10:05, 11:05 a. m.; 12:05 noon, 1:30, 3, 4, 4:45, 5:30, 6:25, 7:20, 8:15, 9:10, 10:05, 11:05, 12:05, 1:05, 2:05, 3:05, 4:05, 5:05, 6:05, 7:05, 8:05, 9:05, 10:05, 11:05, 12:05 p. m. SUNDAY—7:30, 9 a. m., 1:30, 3, 7:15, and 9:30 p. m. TO CHESTER—6:05, 7:30, 9, 10:05, 11:05 a. m.; 12:05 noon, 1:30, 3, 4, 4:45, 5:30, 6:25, 7:20, 8:15, 9:10, 10:05, 11:05, 12:05, 1:05, 2:05, 3:05, 4:05, 5:05, 6:05, 7:05, 8:05, 9:05, 10:05, 11:05, 12:05 p. m. SUNDAY—7:30, 9 a. m., 1:30, 3, 7:15, and 9:30 p. m. TO PHILADELPHIA—6:05, 7:30, 9, 10:05, 11:05 a. m.; 12:05 noon, 1:30, 3, 4, 4:45, 5:30, 6:25, 7:20, 8:15, 9:10, 10:05, 11:05, 12:05, 1:05, 2:05, 3:05, 4:05, 5:05, 6:05, 7:05, 8:05, 9:05, 10:05, 11:05, 12:05 p. m. SUNDAY—7:30, 9 a. m., 1:30, 3, 7:15, and 9:30 p. m.

TO PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD—CHANGE OF HOURS. On and after SUNDAY, June 4, 1871, trains will run as follows:— FROM PHILADELPHIA. For West Chester at 7:30 and 10 A. M., 9:30, 7:10, and 11:30 P. M. Stops at all stations. For West Chester at 7:30 and 10 A. M., 9:30, 7:10, and 11:30 P. M. Stops at all stations. The 9:30 P. M. will run to West Chester on Saturdays. FOR PHILADELPHIA. From West Chester at 6:30 and 10 A. M., 2, 5, and 6:30 P. M. Stops at all stations. From West Chester at 7:30 A. M. Stops at stations west of Media (Greenwood excepted). From B. C. Junction at 6:30, 8:30 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:30 P. M. will run to West Chester on Saturdays. FOR PHILADELPHIA. From West Chester at 6:30 and 10 A. M., 2, 5, and 6:30 P. M. Stops at all stations. From West Chester at 7:30 A. M. Stops at stations west of Media (Greenwood excepted). From B. C. Junction at 6:30, 8:30 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:30 P. M. will run to West Chester on Saturdays.

ON SUNDAY. Leave Philadelphia at 9 A. M. 9:30, and 6:45 P. M. Leave West Chester at 7 A. M. 4 and 5 P. M. H. K. SMITH, Superintendent. WEST CHESTER AND PHILADELPHIA RAILROAD. On and after MONDAY, April 24. Trains will leave and arrive at the Depot, THIRTY-FIRST and MARKET Streets, as follows:— FROM PHILADELPHIA. For West Chester at 7:30 and 10 A. M., 9:30, 7:10, and 11:30 P. M. Stops at all stations. For West Chester at 7:30 and 10 A. M., 9:30, 7:10, and 11:30 P. M. Stops at all stations. The 9:30 P. M. will run to West Chester on Saturdays. FOR PHILADELPHIA. From West Chester at 6:30 and 10 A. M., 2, 5, and 6:30 P. M. Stops at all stations. From West Chester at 7:30 A. M. Stops at stations west of Media (Greenwood excepted). From B. C. Junction at 6:30, 8:30 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:30 P. M. will run to West Chester on Saturdays.

AUCTION SALES. M. THOMAS & SONS, AUCTIONEERS, No. 110 SOUTH SECOND ST. Sale No. 3344 Market Street. STOCK, GARDEN WALL, AND FIXTURES OF A HARDWARE Store; also near FURNITURE, CARPETS, etc. On Monday morning, June 19th, at 10 o'clock, by auction, the entire Stock, Good Will, Fixtures, Furniture, etc. 6:15 p. m.

SALE OF REAL ESTATE AND STOCKS. On Tuesday, June 20, at 10 o'clock, noon, at the Exchange, will be sold:— TWENTY-FIVE (North), No. 137—Modern Residence. No. 914—Valuable Store. OLD YORK ROAD—Country Seat, 14 1/2 acres. LYCOMING COUNTY—Coal and Timber Lands, 4747 acres. FRATT, No. 4092—General Dwelling. APPLR, No. 2123—General Dwelling. WINTNER, No. 2025—General Dwelling. MARKET, No. 2460—Valuable Building. OGDEN, No. 2016—General Dwelling. NEAR HART LANE, Twenty-ninth ward—Two very desirable Country Places, each 6 acres. VINE, No. 1192—Modern City Residence. 55 shares Erie and Pennsylvania Railroad. 1500 shares Erie and Pennsylvania Railroad. 5 shares Pennsylvania Fire Insurance Co. 8000 Philadelphia and Erie Railroad 7 per cent. 40 shares Seventh National Bank. 1 share Franklin Fire Insurance Co. Administrator's Sale—Estate of John Horn, dec'd. 8500 North Pennsylvania Railroad 7 per cent. 2000 Pennsylvania Canal 5 per cent. 8000 Frankford and Philadelphia Pass. Railway Co. 100 shares Philadelphia, Germantown and Norristown Railroad Co. 100 shares Independent Red Men's Hall Association. 6:15 p. m.